

### **Listing of the Claims**

This listing of claims will replace all prior versions, and listings, of claims in the application.

1. (Previously presented) A method for controlling an aircraft, comprising:  
receiving a first trigger;  
disabling cockpit control of the aircraft in response to the first trigger; and  
enabling a special reversionary mode to control the aircraft in response to the first trigger;  
wherein the first trigger is based on the aircraft's deviation from a planned flight path.
2. (Original) The method of claim 1, further comprising:  
generating the first trigger, wherein the first trigger is generated outside the aircraft.
3. (Previously presented) The method of claim 1, wherein the first trigger is generated within the aircraft.
4. (Original) The method of claim 3, wherein the first trigger is generated without human input.
5. (Original) The method of claim 3, wherein the first trigger is generated using human input.
6. (Original) The method of claim 2, wherein the first trigger comprises an encrypted signal.

7. (Original) The method of claim 1, further comprising:
  - sensing a triggering event; and
  - generating the first trigger in response to the event.
8. (Previously presented) The method of claim 1, further comprising:
  - receiving a second trigger subsequent to receiving the first trigger;
  - re-enabling cockpit control of the aircraft in response to receiving the second trigger.
9. (Previously presented) A method for controlling an aircraft, comprising:
  - sensing a first triggering event;
  - generating a first trigger in response to the first triggering event;
  - receiving the first trigger;
  - disabling cockpit control of the aircraft in response to the first trigger; wherein the first triggering event is based on a sudden maneuver of the aircraft; and
  - enabling a special reversionary mode to control the aircraft in response to the first trigger.
10. (Previously presented) Apparatus for controlling an aircraft, comprising:
  - an activator for generating an activation trigger; and
  - a switch communicatively coupled to the activator, the switch disabling cockpit control of the aircraft in response to the activation trigger, the activation trigger further enabling a special reversionary mode, wherein the special reversionary mode comprises entering into a predefined flight path.

11. (Original) The apparatus of claim 10, wherein the special reversionary mode causes the aircraft to execute a safe, pre-programmed flight path.
12. (Cancelled)
13. (Original) The apparatus of claim 10, wherein the activator comprises a transceiver that receives a signal from outside the aircraft and responsively generates the activation trigger.
14. (Original) The apparatus of claim 10, wherein the activator comprises a manually activated switch onboard the aircraft.
15. (Original) The apparatus of claim 14, wherein the manually activated switch comprises at least one keypad.
16. (Original) The apparatus of claim 10, wherein the activator comprises a flight path sensor.
17. (Original) The apparatus of claim 13, wherein the signal is encrypted.
18. (Original) The apparatus of claim 10, further comprising:  
a deactivator for generating a deactivation trigger;

wherein the switch is communicatively coupled to the deactivator, the switch re-enabling cockpit control of the aircraft in response to receiving the deactivation trigger; and

wherein the deactivation trigger also disables the special reversionary mode.

19. (Original) The apparatus of claim 18, wherein the deactivator comprises a manually activated switch onboard the aircraft.

20. (Original) The apparatus of claim 19, wherein the manually activated switch comprises at least one keypad.

21. (Original) The apparatus of claim 18, wherein the deactivator comprises a sensor that indicates the aircraft has landed.

22. (Previously presented) A method for controlling an aircraft, comprising:  
receiving a first trigger;  
disabling cockpit control of the aircraft in response to the first trigger; and  
enabling a special reversionary mode to control the aircraft in response to the first trigger;  
wherein the first trigger is based on a cabin air pressure sensor or a vibration sensor.

23. (Previously presented) The method of claim 22, wherein the special reversionary mode comprises entering into a predefined flight path.

24. (Previously presented) The method of claim 23, wherein the special reversionary mode causes the aircraft to execute a safe, pre-programmed flight path.

25. (Previously presented) The method of claim 1, wherein the special reversionary mode comprises entering into a predefined flight path.

26. (Previously presented) The method of claim 25, wherein the special reversionary mode causes the aircraft to execute a safe, pre-programmed flight path.

27. (Previously presented) The method of claim 9, wherein the special reversionary mode comprises entering into a predefined flight path.

28. (Previously presented) The method of claim 27, wherein the special reversionary mode causes the aircraft to execute a safe, pre-programmed flight path.